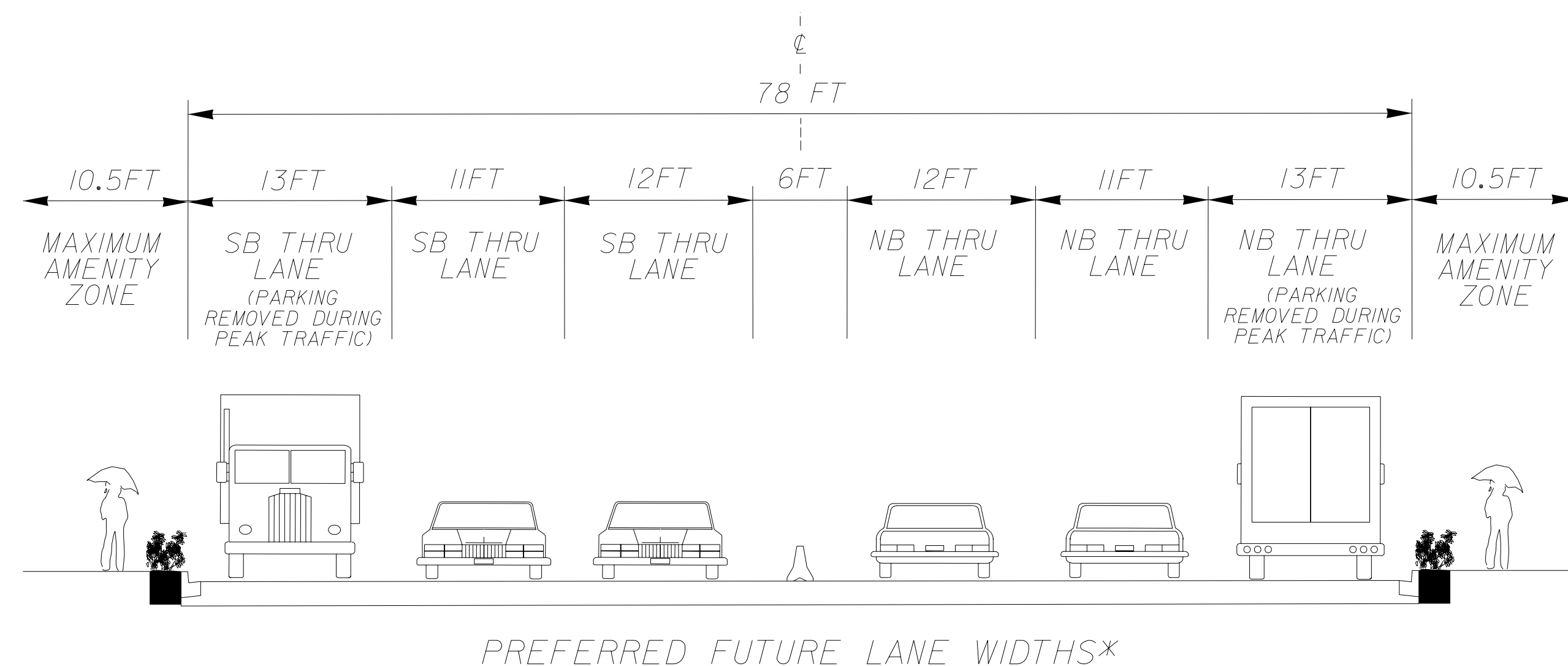
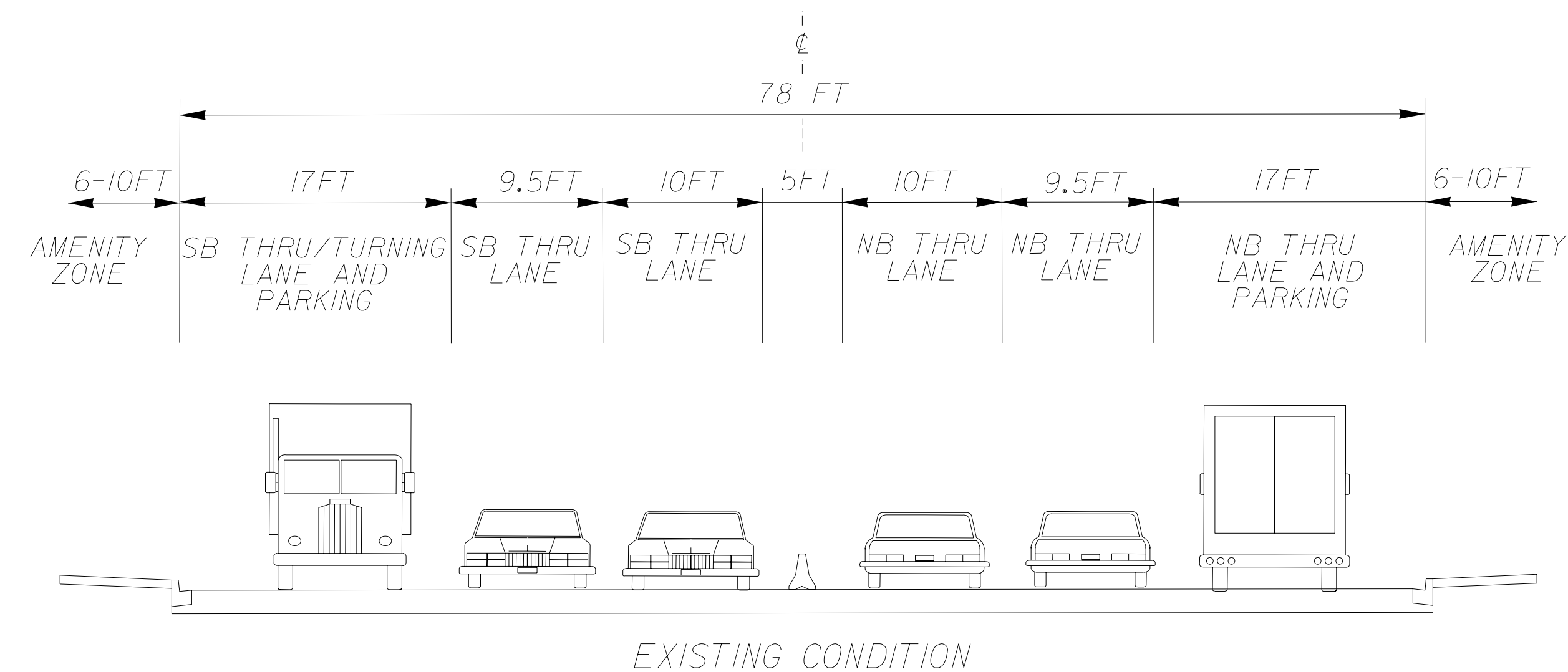




SOUTH FOCUS AREA

LONG TERM TYPICAL SECTION

N. 39TH ST. TO N. 50TH ST.



*A DESCRIPTION OF THE PREFERRED FUTURE ROAD CONFIGURATION IS PROVIDED TO THE RIGHT

DESCRIPTION OF PREFERRED FUTURE ROAD CONFIGURATION

Development Environment:

The only substantive change proposed is eliminating of parking northbound and southbound during peak traffic periods and restriping the current curb lanes. However, future high accident locations along this segment of the corridor may be upgraded if it is determined that roadway improvements would address the accidents occurring. These improvement upgrades could have right of way implications for adjacent properties.

Proposed changes to the existing cross section in conjunction with redevelopment:

Travel Lanes:

- Existing travel lanes are too narrow; contributing to sideswipe accidents and reduced capacity.
- Although 12 foot travel lanes are preferred for both travel lanes, an 11 foot middle travel lane and a 12 foot inside travel lane are recommended. These will significantly improved the safety and performance of the roadway and minimize right of way impacts.

Curb Lanes:

- Curb lanes need to be wider than other travel lanes to provide for a "shy" distance between moving vehicles and the sidewalk, and to account for the need to accommodate buses. Buses and trucks, mirror to mirror, are wider than cars, and generally operate in the curb lane.
- 13 foot curb lanes are recommended.

Median:

- No modifications to the existing raised median are recommended.

Sidewalks:

- Sections of the existing sidewalks are 6 feet wide. The proposed amenity zone (pedestrian sidewalk and planter strip) would be a maximum of 10.5 feet wide and would provide ample room for multiple users.

DRAFT

MAY 2002